

CHINA



MAIL.

Established February, 1845.
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HONGKONG, TUESDAY, MARCH 4, 1879.

日二十月二年卯己

Price, \$24 PER ANNUM.

AGENTS FOR THE CHINA MAIL.

LONDON:—F. ALLEN, 8, Clement's Lane, Lombard Street, GEORGE STREET & Co., 30, Cornhill, GORDON & GOTCH, Ludgate Circus, R. G. BATES, HENRY & Co., 4, Old Jewry, R. G. BATES, DEACON & Co., 150 & 152, Leadenhall Street.

PARIS AND EUROPE:—LEON DE ROSNY, 18, Rue Monsieur, Paris.

NEW YORK:—ANDREW WIND, 133, Nassau Street.

AUSTRALIA, TASMANIA, AND NEW ZEALAND:—GORDON & GOTCH, Melbourne and Sydney.

SAN FRANCISCO and American Ports generally:—BLAIR & BLACK, San Francisco.

SINGAPORE AND STRAITS:—SAYLE & Co., Singapore, C. HEINZELN & Co., Malacca.

YOKOHAMA:—Messrs A. A. DE MELLO & Co., Swatow, CAMPBELL & Co., Amoy, WILSON, NICHOLLS & Co., Foochow, HEDGECOCK & Co., Shanghai, LANE, CRAWFORD & Co., and KELL & WILSON, Yokohama, LANE, CRAWFORD & Co.

SHANGHAI.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, 5,000,000 Dollars.
RESERVE FUND, 1,300,000 Dollars.

COURT OF DIRECTORS.

Chairman—W. H. FORBES, Esq.
Deputy Chairman—HON. W. KERRICH, Esq.
E. R. BELLING, Esq. WILHELM REINER, Esq.
H. L. DALRYMPLE, Esq. F. D. SARSON, Esq.
H. HOFFMANN, Esq. W. S. YOUNG, Esq.
A. MELZER, Esq.

CHIEF MANAGER.

Hongkong, THOMAS JACKSON, Esq.
Shanghai, LEWIS CAMERON, Esq.
LONDON BANKERS—London and County Bank.

HONGKONG.

INTEREST ALLOWED.
ON Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.
For Fixed Deposits:—
For 3 months, 3 per cent. per annum.
" 6 " 4 " " "
" 12 " 5 " " "

LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON,

Chief Manager.

Offices of the Corporation,
No. 1, Queen's Road East,
Hongkong, February 15, 1879.

ORIENTAL BANK CORPORATION.

(Incorporated by Royal Charter.)

RATES OF INTEREST ALLOWED ON FIXED DEPOSITS.
At 3 months' notice 3 per cent. per annum.
" 6 " " 4 " " "
" 12 " " 5 " " "

On Current Accounts at Rates which can be ascertained at their Office.

D. A. J. CROMBIE,

Acting Manager.

Oriental Bank Corporation,
Hongkong, November 23, 1878.

CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

CAPITAL, £280,000.
RESERVE FUND, £150,000.

THE BANK OF ENGLAND,

THE CITY BANK,

THE NATIONAL BANK OF SCOTLAND.

THE BANK'S BRANCH in HONGKONG grants Drafts on London and the Chief Commercial places in Europe and the East; buys and receives for collection Bills of Exchange, and conducts all kinds of Banking and Exchange Business.

RATES OF INTEREST ALLOWED ON DEPOSITS.

On Current Accounts, 2 per cent. per annum on the daily balance.

On Fixed Deposits.

For 3 months, 3 per cent. per annum.
" 6 " 4 " " "
" 12 " 5 " " "

WASHING BOOKS.

(In English and Chinese.)

WASHERMAN'S BOOKS, for the use of Ladies and Gentlemen, are now ready at this Office. Price, \$1 each.
CHINA MAIL OFFICE.

RECENTLY ARRIVED, FOR SALE.

RODGERS'S CELEBRATED OUTLET.

WATERLOO'S and DE LA RUE'S STATIONERY.

DESSERT and DINNER SERVICES.

TABLE GLASSWARE.

GENTS' TOOL CHESTS.

CABIN SUSPENSION and BULK-HEAD SWINGING LAMPS for OIL.

CABIN SWINGING CANDLE-STICKS.

SIGNAL and MASTHEAD LAMPS, (Latest Admiralty Regulation).

TUBE EXPANDERS, Assorted Sizes.

ENGINEER'S HAMMERS.

MATHEMATICAL INSTRUMENTS.

COPPER WIRE GAUZE.

SPIRIT LEVELS.

INDIA RUBBER SHEETS, Assorted Sizes.

INSERTION RUBBER, Assorted Sizes.

INDIA RUBBER DOOR MATS.

INDIA RUBBER SUCTION and DELIVERY HOSE.

CANVAS DELIVERY HOSE.

LEATHER BELTING.

A Large and Choice Assortment of American and English

ELECTRO-PLATED WARE.

NEW and POPULAR BOOKS,

INSTRUCTIVE and AMUSING.

EDUCATIONAL WORKS.

WORKS OF REFERENCE.

PRESENTATION BOOKS.

NOVELS, &c.

MUSIC & SONGS,

by First-class Composers,

OPERAS, MUSICAL INSTRUCTION BOOKS, &c.

A Fine Selection of

SHERRIES.

Very Fine "O. K."

BOURBON WHISKY.

CHATEAU DE FRANDS.

(A fine full flavoured

Breakfast CLARET.)

BRANDIES, GIN,

LIQUEURS,

ALCS.

&c.

LAMBERT, ATKINSON & CO.

Hongkong, February 21, 1879.

FOR SALE.

EUGENE RIMMEL'S TROPICAL

FLOWER WATER.

TRADE MARK

SUPERIOR TO ALL SIMILAR PREPARATIONS.

VOGEL & Co.,

Sole Agents for China.

Hongkong, February 19, 1879. my10

FOR SALE.

53-inch SINGER & Co.'s "SPECIAL

CHALLENGE" BICYCLE, quite new.

PATENT BEARINGS.

PATENT SADDLE.

LANE, CRAWFORD & Co.

ARE AGENTS FOR

W. T. ALLEN & Co.'s ORNAMENTAL

IRON WORK.

GILBEY & SONS' WINES.

BASS'S DRAUGHT ALE.

LETT'S DIARIES.

LEIGHTON BUTTER.

TEAHOUSE'S WHISKY.

CONSTANTLY REVOLVERS.

THE NEW LIFE JACKET.

LONDON & CHINA EXPRESS, OVER-

LAND MAIL, and THE HOME

NEWS.

LANE, CRAWFORD & Co.

Beg to call Special Attention to the following Departments:—

COAST ORDER DEPARTMENT:

ORDERS from the COAST or OUT-PORTS are Promptly and Carefully

Executed. Goods not in Stock will be procured, if possible, in the Colony.

SPECIAL ORDER DEPARTMENT:

BOOKS, SCIENTIFIC INSTRUMENTS, ORNAMENTAL HOUSE or GAR-

DEN FITTINGS, FURNITURE, PIANOS, MEDICINES, BILLIARD TABLES,

ARMS, &c., &c., ordered from ENGLAND, at a Commission (all trade discounts being

allowed) on the laid down cost, of 5 per cent. on amounts over, and 10 per cent.

on amounts under \$100.

FORWARDING AGENCY:

PACKAGES of CURIOS, TEA, PRESERVES, &c., &c., forwarded to any

Address in the UNITED KINGDOM by each P. & O. Mail. Charges in full collected

either here or from the Consignees as desired. Particulars required with each

Package are, Contents for declaration at Customs and value for insurance.

Hongkong, February 27, 1879.

G. FALCONER & Co.,

WATCH AND CHRONOMETER

MANUFACTURERS,

AND

JEWELLERS.

NAUTICAL INSTRUMENTS, CHARTS

AND BOOKS.

48, Queen's Road Central.

Hongkong, February 20, 1879. ma20

THE CHINESE INSURANCE CO.

PANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given, that the

EIGHTH ORDINARY MEETING

of the SHAREHOLDERS in the above

Company will be held at the HEAD OFFICE

Victoria, Hongkong, on MONDAY,

the 24th March, 1879, at 3 o'clock p.m., for

the purpose of receiving the Report of the

Directors, together with a Statement of

Accounts to 31st December, 1878.

The Transfer BOOKS of the Company

will be CLOSED from 10th March to the

24th March, both days inclusive.

By Order of the Board,

J. BRADLEE SMITH,

Auctions.

PUBLIC AUCTION.

THE Undersigned has received instructions from the Captain Superin-

tendent of Police, to sell by Public

Auction, on

WEDNESDAY,

the 5th March, 1879, at 11 a.m., at the

Central Police Station,—

SUNDRY UNSERVICEABLE and

CONFISCATED ARTICLES, Com-

prising:

Tunics, Trowsers, Coats,

Old Brass and Iron.

Revolvers, Ammunition for Revolvers,

Pistols, Percussion Caps, 20 Boxes Pin

Cartridges, &c., &c.

TERMS OF SALE.—As customary.

J. M. ARMSTRONG,

Government Auctioneer.

Hongkong, February 28, 1879. ma5

PUBLIC AUCTION.

THE Undersigned has received instructions from H. M. Naval Store-

keeper, to sell by Public Auction, on

TUESDAY,

the 11th of March, 1879, at 11 o'clock

a.m., at H. M. NAVAL YARD,—

Sundry condemned NAVAL and VIC-

TUALLING STORES, comprising:—

Old Wrought and Cast Iron, Iron

Tanks, Leather Hoses, Canvas, Lamps,

Lanterns, Glass, Clocks, Boats, &c., &c.

Sundry Provisions, Clothing, &c.

4 Tins each 4 gal. Ether.

And,

2817 lbs. Tobacco.

TERMS OF SALE.—Cash before delivery

in Mexican Dollars weighed at 7.17.

All lots, with all faults and errors of

description, at purchasers' risk on the fall

of the hammer.

J. M. ARMSTRONG,

Government Auctioneer.

Hongkong, Feb. 21, 1879. mrl1

Shipping.

Steamers.

FOR SWATOW, AMOY & FOOCHOW.

The Steamship

"NAMO,"

Capt. WESTON, will be de-

parted for the above Ports

on THURSDAY, the 6th Instant, at Day-

light.

For Freight or Passage, apply to

DOUGLAS LAFRAIK & Co.

Hongkong, March 3, 1879. ma6

FOR HOIHOW AND HAIPHONG.

The Steamship

Shipping.

Steamers.

FOR SINGAPORE AND PENANG.

The British Steamer

"ATHOLL,"

Captain THOMSON, will load

and will leave this on FRIDAY, the 7th

Instant, at 2.30 p.m.

For Freight or Passage, apply to

HOP KEE.

Hongkong, March 1, 1879. ma7

Sailing Vessels.

FOR PORTLAND (OREGON).

The American Bark

"ALDEN BASS,"

Captain NORRIS, will load here

for the above Port, and will

leave this on MONDAY, the 10th Instant.

For Freight or Passage, apply to

HOP KEE.

Hongkong, March 1, 1879. mrl0

FOR MANILA.

The Spanish Bark

"VICENTA,"

Captain TRAMONTA, will have

immediate despatch as above.

For Freight, apply to

REMEDIOS & Co.

Hongkong, February 24, 1879.

FOR VICTORIA (VANCOUVER'S

ISLAND).

The A. 1. American Bark

"HELENE,"

Captain SNOW, will load here

for the above Port, and have

quick despatch.

For Freight, apply to

RUSSELL & Co.

Hongkong, February 13, 1879. ma10

FOR PORTLAND (OREGON).

The A. 1. American Bark

"COLOMA,"

Captain HALL, will load here

for the above Port, and have

quick despatch.

For Freight, apply to

RUSSELL & Co.

Hongkong, February 13, 1879. ma13

FOR SAN FRANCISCO.

The A. 1. American Ship

"MATCHLESS,"

Captain DAVES, will load here

for the above Port, and have

quick despatch.

For Freight, apply to

VOGEL & Co.

Hongkong, February 26, 1879.

Intimations.

HONGKONG WHARF & GODOWNS STORAGE.

GOODS RECEIVED on STORAGE at Moderate Rates, in FIRST-CLASS GODOWNS, under European supervision; and VESSELS Discharged alongside the WHARF, on favorable Terms, with quick despatch.

MEYER & Co.,
Proprietors.
Hongkong, November 29, 1878. my29

NOTICE TO MARINERS.

No. 98.

CHINA SEA.

SHANGHAI DISTRICT.—WOOSUNG RIVER.

WOOSUNG INNER BAR SIGNALS.

NOTICE is hereby given that on and after the 31st March, 1879, Geometrical Signals will be substituted for the flags now in use at the Woosung Inner Bar Station, showing the depth of water on the Bar during the day.

An explanatory diagram, showing the signals which indicate the depth of water from 10 feet to 24 feet and which will show the same in approaching the signal station both from Shanghai and from seaward, is added herewith.

To indicate a rising tide a ball will be hoisted at the mast head.

In case of there being greater or less depths of water than here given, the number of feet will be signalled by the "Universal Code of Signals" at the mast head, and the half feet by a red and white flag at the yard-arm.

By order of the Inspector-General of Customs.

GERALD E. WELLESLEY,
Acting Engineer-in-Chief.

Imperial Maritime Customs,
Engineer's Office,
Shanghai, 31st Jan., 1879.

Depth of water in feet on Bar.	Signal.	Depth of water in feet on Bar.	Signal.
10	△	17	△
10½	△	18	△
11	△	18½	△
11½	△	19	△
12	△	19½	△
12½	△	20	△
13	△	20½	△
13½	△	21	△
14	△	21½	△
14½	△	22	△
15	△	22½	△
15½	△	23	△
16	△	23½	△
16½	△	24	△
17	△	24½	△

SAILOR'S HOME.

ANY Cast-off CLOTHING, BOOKS, or PAPERS will be thankfully received at the Sailor's Home, West Point.
Hongkong, July 25, 1878.

Notices to Consignees.

OCCIDENTAL & ORIENTAL S. S. COMPANY.

NOTICE.

CONSIGNEES of Cargo per Steamship BELGIC, from San Francisco, &c., are hereby requested to send in their Bills of Lading for counter-signature, and to take immediate delivery of their Goods.

Cargo impeding discharge of the Steamer will be landed and stored at Consignees' risk and expense.

G. B. EMORY,
Agent.

Hongkong, February 26, 1879. ma5

FROM KOBE, NAGASAKI & AMOY.

THE S.S. Glenorchy having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Undersigned, whence and/or from the Wharves or Boats delivery may be obtained.

Cargo remaining undelivered after the 10th instant will be subject to rent. No Fire Insurance has been effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co.
Hongkong, March 3, 1879. ma10

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of the following Cargo are requested to send in their Bills of Lading to the Undersigned for counter-signature, and take immediate delivery. This Cargo has been landed and stored at their risk and expense.

No Fire Insurance has been effected.
G. DE CHAMPEAUX,
Agent.

Ex "Ata".

A M.B. (in diamond) A.M.C. (underneath) No. 8/9, Order, 2 cases Haberdashery, from London.
J.A.H. (in cross) No. 107, Aldridge Salmon & Co., 1 case Hosiery, from London.
Hongkong, February 18, 1879.

To-day's Advertisements.

FOR AMOY.
The Steamship "ESMERALDA," Capt. CULLEN, will be despatched for the above Port TO-MORROW, the 5th instant, at 10 a.m. For Freight or Passage, apply to RUSSELL & Co.
Hongkong, March 4, 1879. ma5

FOR HOIHOW & HAIPHONG.
The Steamship "ATLANTA," Captain G. PETERSEN, will be despatched as above on FRIDAY, the 7th instant, at 7 a.m. For Freight or Passage, apply to MEYER & Co.
Hongkong, March 4, 1879. ma7

TO LET.
GREEN MOUNT.
Possession on or before 15th May.
Apply to GILMAN & Co.
Hongkong, March 4, 1879.

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—

BETHOVEN, German barque, Capt. R. Haje, Melchior & Co.
WANDERING MINSTREL, British barque, Capt. Sievwright—Captain.
LARGE, British barque, Capt. T. Brown, Edward Schellbach & Co.
NEMESIS, American barque, Capt. D. Bradford—Meyer & Co.
CHARGE LEA, British barque, Capt. A. I. Winther, Butterfield & Swire.

SHIPPING.

ARRIVALS.

March 3, Friedrich, German three-masted schooner, 295, Bertelsen, Quinhon Feb. 14, Salt—Wibler & Co.
March 4, Dale, British steamer, 654, J. Thompson, Bangkok Feb. 24, General—Yuen Fat Heung.
March 4, Esmeralda, British steamer, 395, R. Cullen, Manila March 1, General—RUSSELL & Co.
March 4, Atlanta, German steamer, 782, Petersen, Hoilhow March 2, 0.15 a.m., General—MEYER & Co.

DEPARTURES.

Mar. 4, Yesso, for Hoilhow.
4, Channel Queen, for Newchwang.
4, Paul Revere, for Manila.
4, Hermine, for Haiphong.
4, Chinkian, for Shanghai.
4, Priam, for Shanghai.
4, Martine, for Manila.
4, Sun Lee, for Cheong-chow.
4, Pacific, for South Sea Islands.

CLEARED.

Cordon, for Tientsin.
Davina, for Takao.
Cresswell, for Takao.
Esmeralda, for Amoy.
Penedo, for Saigon.
Argyll, for Saigon.
Phaton, for Saigon.
Arabela, for Saigon.
Ara, for Tientsin.
Hansa, for Hamburg.
Alfreda, for Manila.
Pacific Slope, for Takao.
Danube, for Bangkok.

PASSENGERS.

ARRIVED.

Per Esmeralda, from Manila, Don E. Gaspar, Messrs Fenwick and Wan, 1 European deck, and 70 Chinese.
Per Dale, from Bangkok, 26 Chinese, and 2 Europeans deck.
Per Atlanta, from Hoilhow, 2 Europeans, and 82 Chinese.

DEPARTED.

Per Kwangtung, for Foochow, Messrs A. Algar, and W. Paterson.
Per Priam, for Shanghai, Paymaster M. B. Hutchinson, Sub-Heuts. Davies, and Ed. Harvey.
Per Chinkiang, for Shanghai, 3 Cabin.
To DEPART.
Per Danube, for Bangkok, 999 Chinese.

SHIPPING REPORTS.

The British steamer Dale reports: Experienced light southerly winds to Cape Padaran, thence light northerly winds to Latitude 18 North, then strong N.E. gale with heavy sea to port.

The British steamer Esmeralda reports: Left Manila on the 1st. Had variable winds and high northerly swell to Pratas Shoal, thence to port strong monsoon, thick weather and high sea.

The German steamer Atlanta reports: Left Hoilhow on the 2nd inst. at 0.15 a.m. Had strong N. wind, high sea and misty weather throughout.

POST OFFICE NOTICES.

MAILS will close:—

For AMOY.—For Esmeralda, at 9.30 a.m. To-morrow, the 5th inst.

For SAIGON.—For Argyll, at 11.30 a.m., on Wednesday, the 5th inst., instead of as previously notified.

For SWATOW, AMOY, & FOCHOW.—For Natcha, at 5 p.m., on Wednesday, the 5th inst.

For STRAITS SETTLEMENTS.—Per Atholl, at 2 p.m., on Friday, the 7th inst.

For PORT DARWIN, COOKTOWN, SYDNEY, MELBOURNE, &c.—Per Ocean, at 1.30 p.m., on Saturday, the 6th inst., instead of as previously notified.

MAILS BY THE FRANCE PACKET.—The French Contract Packet "Us" will be despatched on SATURDAY, the 8th March, with Mails to and through the United Kingdom and Europe, via Naples, to Saigon, Straits Settlements, Batavia, Borneo, Ceylon, Pondicherry, Madras, Calcutta, Bombay, Aden, Suez, and Alexandria.

POST OFFICE NOTICES.

MAILS BY THE BRITISH PACKET.

The British Contract Packet *Glenlog*, will be despatched on SATURDAY, the 15th inst., with Mails to and through the United Kingdom and Europe, via Brindisi and Southampton; to the Straits Settlements, Batavia, Borneo, Ceylon, India, Aden, Egypt, Malta, and Gibraltar.

N.B.—This Packet carries no mails for the Australian Colonies, E. or S. Africa, nor for Mauritius.

MAILS BY THE UNITED STATES PACKET.

The United States Mail Packet *Belgia*, will be despatched on MONDAY, the 17th March, with Mails for Japan, San Francisco, and the United States, which will be closed as follows:—

2.15 p.m. Registry of Letters ceases.

Shares.

Hongkong Bank, 43 3/4 prem.
Union Ins. Society of Canton, \$1,450
North China Ins. Co., Tls. 1.30
China Traders' Ins. Co., \$1,400
Yangtze Ins. Assoc., Tls. 715
Chinese Insurance Co., \$300
H.K. Fire Ins. Co., \$760 ex div.
China Fire Ins. Co., \$170 ex div.
H.K. & W. Dock Co., 1 1/2 dis., ex div.
H.K. & M. S.-boat Co., \$8 dis.
Shanghai Steam Navigation, Tls. 16
China Coast S. Nav. Co., Tls. 105
Hongkong Gas Co., \$80
Hongkong Hotel Co., \$65
China Sugar Refining Co., \$130, ex div.
Chinese Imperial Loan, \$112
Do., of 1877, \$113

M.S. OF. FOR TO-MORROW.

Shipping.

10 a.m.—Esmeralda leaves for Amoy.

Auctions.

11 a.m.—Sale of Sundries, &c., at the Central Police Station.
Noon.—Sale of Cotton Duck, at Mr Armstrong's Sales Rooms.
2 p.m.—Sale of Household Furniture, &c., at Mr Heaton's residence, "The Hermitage."

General Memoranda.

THURSDAY, March 6:—Daylight.—Natcha leaves for Coast Ports.

FRIDAY, March 7:—7 a.m.—Atlanta leaves for Hoilhow, &c. 2.30 p.m.—Atholl leaves for Singapore, &c.

5 p.m.—Conquest leaves for Hoilhow, &c.

SATURDAY, March 8:—Noon.—French Mail leaves for Ports of Call and Europe.

Noon.—Ocean leaves for Port Darwin, &c.

THE HONGKONG DISPENSARY.

Established A.D. 1841.

香港大藥房

A. S. WATSON & Co.

FAMILY & DISPENSING CHEMISTS,
WHOLESALE AND RETAIL DRUGGISTS,
IMPORTERS

OF
DRUGGISTS' SUNDRIES, NURSERY REQUISITES, TOILET REQUISITES, ENGLISH, AMERICAN, AND FRENCH PATENT MEDICINES.

MANUFACTURERS

Soda Water, Lemonade, Tonic Water,
Gingerade, Potass Water, Sarsaparilla,
Water, and other Aerated Waters.

The Manufactory is under direct and continuous European Supervision.
Hongkong, June 1, 1876.

The publication of this issue commenced at 9.10 p.m.

MARRIAGE.

At Hongkong, on the 1st March, 1879, at St. John's Cathedral, by the Rev. W. Hayward Kidd, DAVID WILLIAMS HUGH DIBBELL, of Warwick, Bermuda, to BEATRICE MARIA LUI, the only surviving Daughter of Mr J. I. Brown, Hongkong.

THE CHINA MAIL.

HONGKONG, TUESDAY, MARCH 4, 1879.

In a recent number of the *North China Daily News*, we observe an article on the approaching return of Sir Thomas Wade to his post at Peking, which, in its exuberant gush, reminds us somewhat of the columns of the *Daily Telegraph*, and is in marked contrast to the moderate tone and carefully-guarded statement which usually characterize the style of our respected contemporary.

We yield to no one in our respect for Sir Thomas Wade. He is a man of great culture and of wide and varied attainments; while his unvarnished labours, in the field of Chinese literature, have earned for him the gratitude of students of this and future generations. But his forte is not diplomacy, and we are conscious of a feeling somewhat akin to disappointment that he is about to resume duty as Her Majesty's Ambassador to the Chinese Government. In his diplomatic career, we confess that we have utterly failed to observe "that soundness and certainty of judgment," which are the most essential endowments of a diplomatist; while, on the other hand, he has too often treated us to a display of a "succession of diplomatic fireworks," the smoke of which having cleared off, we have discovered that the wily Celestials had obtained from him every advantage, for which they felt inclined seriously to contend. No class of people can use with such address as the Chinese the argument of *non possumus*; and were the facts not fresh in the memory of every one, conversant with the history of foreign intercourse with China during the past ten years, it

would seem almost incredible that the British Minister and indeed the entire Consular body, with one or two exceptions, who have from time to time been diligently suppressed, could have been put off so frequently with the stereotyped statement that the "Government was very sorry, but the people could not be controlled."

Sir Thomas' great bug-bear throughout has been the weakness of the Central Government and the necessity laid upon Great Britain to support it, and he has taken no pains to conceal his feelings. The result might have been anticipated. While the representative of other nations can obtain prompt redress for any injury sustained by their subjects, owing to a violation of treaties, our representative interposes unnecessary difficulties in the way of the presentation of British claims, argues that our treaty rights should not be harshly enforced, and even in gross cases of hardship where he feels that remonstrance is necessary, occupies such an unconscionable time in the conduct of his negotiations that justice is practically denied to those whose interests have been entrusted to his care. The high authorities, quite conscious of his guiding principle that the Government must not be humiliated in the eyes of the people, frequently admit the correctness of his reasoning and the justness of his conclusions, and sometimes even go so far as to fix the sum that may be due to an importunate applicant, but the concluding ceremony of handing over the money is generally omitted, and the British Legation is apparently powerless to enforce execution.

In Hongkong we have suffered from the Blockade, which violates not only treaty obligations but the most elementary principles of international law. Sir Richard MacDonnell discovered a remedy for the evil, and during the latter half of his administration, it had almost entirely disappeared. Since his retirement, it has reappeared in a worse form than ever, and our Minister at Peking has displayed the most perverse ingenuity in misunderstanding the real question at issue and has treated it as one merely affecting the Chinese provincial fiscal arrangements. In the Chefoo Convention a clause was introduced, providing for the appointment of a Commission to investigate the grievance, but it is a singular commentary on our text, that although considerably more than two years have elapsed, the matter is not even now placed upon an intelligible basis.

Few subjects of Her Majesty can recall the circumstances of the Yunnan outrage without a feeling of humiliation. The brutal murder of an Englishman would at any time call for the most ample reparation; but if ever there was a death which the honour of our flag required should be fully avenged, it was that of Margary. A British officer sent by his Queen, with the concurrence of the Chinese Government and under their safe conduct, to pursue a peaceful mission, was attacked and killed, while performing his duties. Eighteen months were spent in the discussion of the methods to be adopted in the enquiry which, it was admitted, was necessary, and ultimately a commission was despatched to be present at the trial of some poor coolies who had been arrested by the mandarins, and who, it soon became apparent, had as much to do with the murder as Sir Thomas Wade himself. The labours of the commission resulted in the issue of some most valuable and interesting reports—not however specially connected with the object for which it was ostensibly appointed; but there seems grave reason to suppose that much evidence as to the origin of the outrage was incoincidentally suppressed, from the fear that several prominent personages might be found to be implicated in the conspiracy. The claims of truth and right were sacrificed and discredit cast upon the British name, for the purpose of conciliating the Chinese Government and "multiplying the points of contact" which is our Minister's panacea for every grievance.

It is unnecessary and would be impertinent for us to say that we give Sir Thomas Wade credit for perfect honesty of purpose, but he fails to "do the thing that lies nearest" to him, and notwithstanding his long experience, he has not yet learned the lesson that in politics, as in morals, "it is not lawful to do evil that good may come." He is a slave to his theories, and in his endeavour to accommodate his facts to them, he is apt to lose sight of practical results. He has a horror of a spirited policy, in the sense of enforcing compliance with demands he may think it his duty to make, and in avoiding it, he becomes "vacillating and uncertain in his conduct of public affairs." He will not see that Asiatic nations are quite incapable of understanding moderation, and that any abandonment of a justifiable position, they attribute to weakness, which, instead of inspiring gratitude, excites their contempt. During his whole career he has very rarely been successful in reconciling conflicting interests, and while he has provoked discontent among his own countrymen, he has utterly failed in enlarging the sphere of British influence in China.

It is all very well to "multiply the points of contact," but in the endeavour to attain this object, it should not be forgotten that it is, in the meantime, essential that the provisions of existing treaties should be consistently enforced, and that claims should not be ignored merely because they are British, nor supported merely because they are Chinese. We do not want bluster; give us only firmness.

REUTER'S TELEGRAMS.

[SUPPLIED TO THE "CHINA MAIL."]
(Per E. E. A. & C. Telegraph Co.'s Line.)

LONDON, March 2nd, 1879.

CANADA.

It is reported and the report is confirmed that the Government of the Dominion intend reducing the Tea duty.

OBITUARY.

Field Marshal von Roon.

LONDON, 3rd March, 1879.

The President of the United States has vetoed the Anti-Immigration Bill.

LOCAL AND GENERAL.

THE British ship *Elizabeth Nicholson* from Hongkong to Manila, arrived on the 27th ultimo.

THE Band of H.M.'s 27th Regiment will perform the following programme at the Officer's Mess this evening:—

March, David and Abalom, Anon.
Overture, Po. and Peasant, Suppe.
Scottish, Medley, Cavallini.
Valse, Souvenir, Delaruelle.
Finale, 2nd Act, *Balsardo*, Donizetti.
Galop, Flotte Eursche, Werner (Jug.)

Some excitement and alarm has been occasioned at Cape St. James, near Saigon, by the depredations committed by tigers which have prowled in and about the Settlement during the last three days. Two ponies have been taken by them within a very few yards of the Telegraph station. At about 1.30 o'clock yesterday morning a pair of full-grown tigers with two cubs came to a spot where some Frenchmen and an Annamite were keeping watch, and after fifteen shots had been fired one of the larger beasts was brought down, not, however, before inflicting serious injury to the leg and shoulder of a Frenchman who is now awaiting medical aid from Saigon, which has been telegraphed for.

THE Queen has presented the Rev. Sholto Douglas Campbell Douglas, M.A., to the district rectory of All Souls, Marylebone, void by the session of the Rev. John Minst Freshfield, M.A.

THERE is one passage in the Pope's recent encyclical letter which, it is said, is likely to create some commotion in France, as it seems levelled at the policy which the majority in the Chamber are pledged to execute—the interference of the clergy in public education.

A SAILING boat race, which has been causing much excitement among ship-masters and others interested in marine matters for some days past, took place on 20th ult. in Singapore harbour. The contending boats were *Lottie*, the property of Captain Burrows, and built for him by Mr Wisheart of the New Harbour Dock Company, *The Goodwin* and *Inverness*, the two latter being Aberdeen-built boats. The stakes were \$50 each, the winner to receive \$100, the second \$50. The start took place from alongside the *Sarah Nicholson*, and the course was 12 miles round the shipping, the winning post being alongside Johnston's Pier. The start took place at 11.42, and the result was as follows:—

Lottie... 1 arriving at winning post at 1.03
The Goodwin... 2 Ditto at 2.9
Inverness... 3.

The *Goodwin*, we believe, won several well-contested races in Hongkong. There was much betting on the race.—*Straits Times*.

Police Intelligence.

(Before the Hon. C. May.)

4th March, 1879.

ABSENCE OF THE GOVERNOR'S CHAIR COOLIE.

Tao Aho, a hawker, was charged with having assaulted one Lau Atai, chair-coolie to H. E. the Governor. Defendant denied knowing anything about the assault. He was, however, ordered to find security in one household \$10 to be of good behaviour for four months.

LARCENY.

Tam Wo Hop, a coolie, was sent to 2 months' hard labour for stealing a bed quilt.

"BLACK WATER" AHO!

John Gill, a seaman, was charged with being a stranger from his ship, the *Black Watch*. Defendant admitted that he ran away from the vessel. Ordered to be sent on board.

August Patterson, William Smith, John Buck, Hans Halstrom, William Young and William Currow, seamen *Black Watch*, were charged with refusal of duty. The defendants had been sent to gool for refusal of duty by the Harbour Master. They were taken on board their ship by the Police yesterday as he was about to sail, but they refused to work. Mr May now sent them each to three months' hard labour and ordered them to forfeit 6 days' pay for each day of refusal of duty.

UNMANNED BEHAVIOUR.

Thomas Shephard, a seaman residing at the Sailor's Home, was charged as follows. It would appear that an old woman was carrying a basket of eggs along the street, when the defendant, who was in liquor, pushed against her and broke about 50 of the eggs. He then picked up two eggs and walked off. Defendant admitted the charge but said that he was drunk at the time and was willing to pay for the eggs. He was, however, identified as having been convicted on the 28th January of disorderly conduct in a brothel and destroying a jacket; he was then fined \$4 and ordered to pay \$1 amends to the complainant on 7 days' imprisonment. Mr May now sent him to imprisonment with hard labour, without the option of a fine, and further ordered him to pay \$1 amends or be further imprisoned for 2 days.

SUPREME COURT.

IN SUMMARY JURISDICTION.

(Before His Honour Mr Justice Snowden.)

March 4, 1879.

Raynal v. Tung Lai Yow, \$300.88.—This was a claim for goods sold and delivered. Mr Wotton appeared for the plaintiff. The defendant admitted the debt, but said that his house had been burnt by the great fire of December and that goods to the value of \$10,000 had been destroyed. He was therefore unable to pay.

Mr Gustav Raynal, the plaintiff, stated that he had made frequent application for payment before the fire occurred, and had been put off from time to time. Since the fire he had again made several applications, and was told that it would be paid as soon as the accounts were made up and some debts collected. The defendant it appears claimed to be only the manager of the business. Two of the partners were dead and the third was living at Canton. The profits of the business were sent to the widows of the deceased partners at Canton, but Mr Raynal said that he only did business with the defendant and another man who was in Court. Defendant stated that he could not pay a little every month, that the debts of the firm amounted to over \$5,000, and there would not be more than \$2,000 forthcoming. Verdict for plaintiff, with costs.

Hesse & Co., v. Same, \$415.—This was also a claim for goods sold to the same defendant. The debt was admitted, and judgment was accordingly entered for plaintiff, with costs.

Meyer & Co. v. H.K.C. & M. Steamboat Co., \$112.—This was a claim for balance of account for 716 tons of coal. The case was heard before His Lordship last Monday. It would appear that the plaintiffs had sold the defendants a cargo of 716 tons Australian coal at \$7 per ton. The coal was taken delivery of, and weighed from the vessel and, according to the scales, the defendants allege there was a deficiency of 16 tons. Inspector Orrey had been sent by the Court to test the scales and according to his test there was found to be a further deficiency of 8½ tons. The defendants had paid for the 700 tons and did not claim any further reduction. His Lordship now gave judgment for the defendants, with costs. Mr Johnson appeared for the defendants.

H. Risk v. McTavish, \$700.—This was a claim for money lent. The defendant did not deny liability, but said that he was unable to pay at present. He expected some money from his father in England. Owing to the failure of the City of Glasgow Bank, with which his father's Bank was connected there was some uncertainty at present as to how matters stood at home. Judgment was entered for the plaintiff for the amount claimed, with costs.

Mr J. D. Woodford subsequently appeared and said that the money had been borrowed to buy shares, and the shares had since fallen in value. They had been hypothecated to the Hongkong and Shanghai Bank.

His Lordship promised to speak to Mr Johnson, the plaintiff's solicitor, on the subject.

McGinness v. Cain, \$916.—This was a claim for six months' wages, Hospital expenses, and board and lodging.

Mr Denny appeared for the plaintiff, and Mr Wotton for the defendant.

Mr Denny said that the facts of the case were as follows. About the 4th October last the plaintiff shipped on board the S. S. *Penedo*, of which the defendant was master, as 2nd Engineer. He was shipped in the ordinary way, and signed for six months. The vessel went to sea on the 7th October, and got into very bad

not—and by this means the water on deck became heated. I was running about rendering what assistance I could, and I accidentally stepped into the water and got badly scalded, the consequence being that I was rendered quite useless. I had a perfect right to be there, in fact I had no other means of egress from the engine-room. Everybody was on deck. The vessel was pitching about very much. I saw the water and stepped into it, but little dreaming that it was hot. We came back to Hongkong. The 2nd had made got his eye cut, and the Captain his ribs broken during the same gale. I was admitted to the Hospital on the 10th Oct. After I was scalded I stood two weeks in the greatest agony. I at length became quite useless and had to be lowered over the ship's side into the boat when sent to the Hospital. Whilst at Hospital a gentleman came to see me from Melchers & Co., and asked me if I was able to go to sea in the ship. I referred him to the doctor. He replied that it was a most unfortunate affair, as they would have to get another man. I told him that if the ship had to employ another man that I would not claim my wages during the time I was sick, but I did not want to leave the ship, as it was ill to get another situation. He said, "Oh! you shall go back to the ship." A few days later he came to me. I was asleep at the time and was annoyed at being woken up. He showed me an account of wages, and in the same breath said, "There is a dollar for shipping and discharging fees. I don't know what for the captain has put that there. The English law compels me to show you this before I can get another man." I signed the paper, but not thinking I was thus giving up all claim on the ship, but I did not want to be too hard on the ship. When I got better I asked to be discharged from the Hospital, and the doctor said I could go. I tried to get back in the ship again, I saw the captain, who asked me if I was well again, and I said yes, and that I wanted to go on board again. He told me to come back the next day and he would see, and subsequently he told me that there was another man coming out from England. Immediately I left the Hospital I went to see Mr. Loring, the Shipping Master. I said, "I believe you have got a balance of wages for me?" he said, "Yes, have you paid your Hospital fees?" I said I thought the ship had. On enquiring I found they were not paid. He then refused to give me the money, read something out of the Mercantile Marine Act, and said that I was discharged on a doctor's certificate. He refused to show me the articles, but when I wanted to get legal advice I took my discharge to show a legal gentleman, with a view to taking legal proceedings.

By His Lordship—I was engaged as 2nd engineer at \$110 per month.

Continued.—When I was willing to waive my claim to wages whilst sick I understood I was to go back to the ship.

By Mr. Wotton.—Thank God, I have not often received scoldings before. I did once, but that was quite a trifle. I do not know who turned on the steam, I was strange to the ship. It was the duty of the chief engineer to see that the steam was shut off. It was quite impossible for me to have proceeded in the ship. Dr. Vander Horck never told me so. I did not know that it was necessary to sign off the articles before I could sign on. I did not know it was necessary for Caldwell to sign off at all. I went to see Mr. Loring when I left the Hospital. I told him that I was very likely that Melchers & Co. had given the Hospital people a guarantee. The Hospital people have never asked me for payment of the \$148. At Mr. Loring's request I went to the Hospital and got a letter. Mr. Loring did not offer me all the money. I did not know that I could have gone to the Sailor's home to live. I left the Hospital on the 21st Dec. and got employment at the Kowloon Dock on the 25th Jan. I was shipped and discharged here.

Examined by Mr. Denys.—I think that \$40 a month is the charge for Board and Lodging at the Sailor's Home for officers, but am not sure. They would not board me for nothing. I did not wish to leave the ship as I had been so long out of employment.

Mr. Wotton said that Messrs Melchers & Co. had guaranteed the Hospital expenses.

Mr. Wotton then rose and repudiated the whole claim. He contended that the plaintiff was properly discharged, this being his port of shipment, and that they had been no contract between him and the ship. He should be taken back or repaid.

William Smith Loong, sworn to.—I have had charge of the Shipping Office for the last 21 years. The Captain of the *Penedo* came to me about the 2nd Engineer. I told him it would be necessary to get a medical certificate. The captain then left. A certificate was subsequently obtained from Dr. Vander Horck. On receipt of that certificate, I wrote Mr. Melcher of the articles, in accordance with section 185 of the Merchant Shipping Act. I also pointed out that in accordance with section 228 he could be written off the articles as this was his port of shipment. It is the universal custom to write seamen off the articles on the authority of a medical certificate. I saw Mr. Melcher in December. I told him what was due to him and asked him about his Hospital expenses; later on I received a letter stating that he had been admitted to the Hospital on the guarantee of Messrs Melchers and Co. I gave him \$5 on account, and kept the balance until I made sure of his Hospital expenses. The ship was expected back in a short time. If he had liked to have thrown himself on the Board of Trade he could have received all his money then.

By Mr. Denys.—This happened before the *Commonwealth* case. I cannot say if I should have sued differently if it had been afterwards. There have been two cases of a similar kind since the *Commonwealth* case, but in both the men were suffering from small-pox; there was another case in which a man was discharged on account of insanity and he was not visited.

Mr. Denys contended that the ship had a perfect right to leave the plaintiff behind, but the Superintendent of Mercantile Marine had no right to write the man off the Articles.

Continued.—If a man comes back here sick and has to be left behind he comes under the Board of Trade. The plaintiff was discharged under the rules of the Board of Trade.

His Lordship remarked that of course Mr. Loring could not be expected to set right the Merchant Shipping Act. Mr. Loring simply made the best he could of it.

Examination continued.—Witness did not think that he might have been paid more if he had not been scalded. I thought

I might hear of the case again after the *Commonwealth* case.

By Mr. Wotton.—I think the plaintiff took his discharge before he asked for a copy of the Articles. He appeared to know what he was about.

At this stage the case was adjourned till Friday next at 10 o'clock.

HONGKONG GENERAL CHAMBER OF COMMERCE.

The annual meeting of the above Chamber was held at the City Hall this afternoon. There were present—Hon. W. Keswick (in the chair), Hon. P. Ryrie, Messrs Nelson, Hopkins, Arnold, Bellis, G. Sharp, Bradshaw, Sandeman, Linstead, Moir, Hargrave, Deacon, Bottomley, F. D. Sassoon, A. P. MacEwen, F. H. Arjane, and E. George (Secretary).

The Chairman said the first business was to confirm the Report of the last meeting.

The published report was in their hands having been issued some months ago, and he thought they might take it as read. He proposed that the Report be adopted.

Mr. NELSON seconded the motion.

Carried unanimously.

The Chairman: The next business before the meeting is to consider the Report for the year 1878.

On this occasion, we have had the Report printed, with the appendices, and circulated for the information of members.

There have been no very important events during the year, and in speaking to the Report I would remark with reference to the currency question that a change must have taken place in the views that were held on this subject twelve months ago, and I do not think any one would now recommend the establishment of a mint in the Colony, thinking it would be a self-supporting institution through the profit made on the subsidiary coinage.

The views that were held 12 months ago on this subject have I believe undergone a change, and I do not think any one would now recommend the establishment of a mint in the Colony in the expectation of its proving a self-supporting institution. The subsidiary coinage, from which it was supposed the running expenses of the Mint could be realized, has passed from our control, and the Colony is flooded with 10 and 20 sen pieces from Japan, which are forced into circulation here, and are exported to the Coast of China at from 12 to 15 per cent discount. Of course the Colonial subsidiary coins obtained from England have to remain in the Treasury. The Customs officers maintain as strictly as ever the system of collecting duties on the trade of the Colony carried on in native craft, and there is now no open highway of commerce between China and this British Colony, and formerly free ports, except in foreign vessels from Treaty ports. I hope, but am by no means sanguine that on the arrival here of Sir Thos. Wade, H. M. Minister to China, that the wrong which is being done will be rectified. The opening of new ports in our vicinity and the consequent greater use of Foreign built vessels has naturally the tendency of making the Blockade somewhat less oppressive, but so far the opening of Pakhoi owing to the opposition of guilds and the denial of Transit passes on Treaty conditions has been a failure, and Hoibow has only partially realized the expectations formed of it. The obstructions in the way of business at both ports will doubtless, however, give way to pressure, and there is reason to anticipate that in time an important trade with Hainan will be developed. The ports of Haiphong and Quin-ou are gradually rising into importance, and the development of trade with them will be greatly to the advantage of Hongkong. I would remark however, gentlemen, that I think we have not been active enough hitherto in urging the opening to foreign navigation of the water ways of Kwang-tung. While the Yangtze is opened as far as I-chang nothing has been done here, and we are restricted to Canton as much as we were two centuries ago. There are important and populous towns on the various branches of the Canton River with which we should have communication under somewhat similar conditions to those applied to the Yangtze Navigation, and we should not cease to urge for extension until what we desire is obtained. It is in no narrow or selfish spirit that we should desire to see comfortable rapid, and safe means of conveyance take the place of the wretched slow and dangerous boat travelling that at present exists. The Chinese would be greatly benefited, and with their quick appreciation of what is to their advantage the labouring and trading classes would accept the change with satisfaction, and this Colony would be rendered still more important and its trade would be increased by the extension of lines of communication with the interior of the neighbouring province. We may have to wait long, however, for the realization of what I advocate, for I cannot forget that notwithstanding the years that have now passed since foreign Ministers were admitted to the Capital of China they are still content to crawl miserably from Tientsin to Peking, taking sometimes as long to accomplish that short journey as in travelling from Shanghai to Tientsin. I think the facts I have previously mentioned point very forcibly to the inadvisability of advocating the establishment of a mint in Hongkong. It has been my opinion many years that the mint would never be a success here, and recently that impression has been fully confirmed. After a few running comments on the Report the Chairman moved that it be adopted, and the accounts passed.

Mr. BELLIOS seconded the motion.

Carried unanimously.

Mr. KYLE said that with regard to the paragraph in the Report respecting the Postal Service between Hongkong and Yokohama, one or two matters had recently come to light which might induce the Committee to modify the views expressed in the letter sent by them to the local Government. It had lately come to their knowledge that the community of Yokohama had addressed a remonstrance to Sir Harry Parkes with regard to the giving up of this line. When again it had also come to their knowledge that there was a possibility of one, if not both, of the American lines being discontinued, it had at all events been reported in the American papers that probably the Pacific Mail line would not be continued. Under these circumstances he thought the question might be well considered whether they would or would not alter the opinion expressed in the letter sent by the Committee to the local Government. He thought it was very desirable that, with the possibilities now before them, the British service should not be discontinued. If the American steamers did not run he thought it was very desirable that the British service should be continued.

At this stage the case was adjourned till Friday next at 10 o'clock.

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better for this Colony to have plenty of steamers entering and leaving the port, to say nothing of postal facilities, and as the Colony would not be called upon to pay more than they were paying now under the Postal Union, he thought they could not be doing wrong in making some further representations to the Government under the fresh circumstances which had come to light.

The Chairman said he was not at all of opinion that they would cease to have constant communication between the ports were the subsidy withdrawn. It was undoubtedly a serious fact for the Government to pay a subsidy for the Yokohama line when the service was so fully performed as at present by the steamers from San Francisco and other vessels, and he did not think there would be any change in the intentions of the Government. The statements in the American papers with regard to the stoppage of the American line were not, he imagined, authorized, and were those steamers withdrawn most undoubtedly the trade would be taken up by others.

Mr. KYLE said he thought the Committee might be requested to reconsider their letter and, and if they found it advisable, to modify or change it.

The Chairman said he thought that would be quite agreeable to the Committee—to take the letter again into their most serious consideration.

Mr. KYLE asked Mr. Ryrie if he would second a motion of the nature he had indicated.

Mr. Ryrie replied that he certainly would. He thought there was not much likelihood of the Yokohama line being continued if the subsidy were withdrawn.

Mr. KYLE then proposed "That with reference to the Postal Service between this Port and Yokohama, in view of the action taken by the Yokohama community and other circumstances, the Committee be requested to reconsider their opinion, and, if they can see cause, to modify or alter the same."

Mr. NELSON seconded the motion.

On the motion being put to the meeting, there were three votes for and seven against the motion.

The Chairman thereupon declared that the motion was lost.

Mr. DEACON drew attention to the paragraph in the Report respecting the Stamp Ordinance, and said he moved the resolution at the last meeting of the Chamber that demand drafts and cheques payable to bearer or order drawn out of the Colony be subject only to a Stamp of two cents. He should like to know what the Government intended doing.

The Chairman was understood to say that the Government did not propose to reduce the value of the stamp in question, and that the Committee had approved of the provisions of the new Ordinance.

Mr. DEACON expressed his regret at this, and said they would find in every British Colony and at Home that the stamp was only a penny.

The Chairman said the Government still had the matter under consideration.

NEW MEMBERS.

Mr. LINSEAD proposed and Mr. Bottomley seconded that Messrs. Davis and Company be admitted as members of the Chamber.

Carried unanimously.

Mr. W. H. FORBES moved and Mr. Kargberg seconded that Messrs. Lee Sing of the Sunyee Optum Firm, and Ching-ning Young of the Tak On Bank be elected members of the Chamber.

The Chairman said he believed this was the first time that Chinese had been proposed as members of the Chamber. That was a general Chamber of Commerce, and it appeared to him that the presence of Chinese amongst them might be of great advantage. There were many persons connected with the Blockade business, stamp acts, and other important matters, upon which they might be able to furnish a great deal of useful information. This was, however, the first time that Chinese had been proposed, and he thought therefore their election was a matter to which due consideration should be given.

Mr. MAOKWEN asked if the proposed members were known to be partners in the Hong Kong mentioned in connection with their names.

The Chairman said he had no doubt the proposer and seconder had satisfied themselves on that point. He knew nothing about them.

Mr. LINSEAD thought the Chinese should enter the Chamber under the strong names and not as individuals. There were constant changes going on in the native tongue, and they never knew who were partners and who were not.

Mr. KYLE agreed with Mr. Linsead's remarks. He thought the Chinese should be called upon to enter the Chamber in the name of their firms.

Mr. LINSEAD said that at present they had no knowledge as to who the individuals or firms were; such information was entirely kept from them. The members of the native firms were not advertised in and out, like foreigners. He thought they ought to enter the Chamber with the full responsibility attached to the Hong name.

Mr. ANSTOLD agreed with what had been said on this subject. He had personally no knowledge of the individuals proposed; but the names of the House only were known to him.

The Chairman said the matter might be left for consideration of the Committee, that body having power to elect them under the Hong name, such election to be confirmed at the next meeting.

Mr. LINSEAD then proposed "That this meeting fully recognizing the desirability of Chinese firms of standing and respectability being admitted as members of this Chamber, consider that the membership should be that of the firm under its trading Hong name and not that of an individual partner or representative of the firm, of whom the Chamber may have no knowledge, and that the election of the firm's name be left to the discretion of the Committee."

Mr. NELSON expressed his agreement with the remarks that had been made on the subject, and seconded the motion. The way in which the Chinese managed matters made it impossible for anything to be known of the Chinese firms with whom they might have to conduct business.

Carried unanimously.

REVISION OF CHARTERS.

The following was the result of the ballot for the members of Committee:—Messrs. Kewick, Hopkins, Arnold, Jackson, Dalrymple, Nelson, Ryrie, Bellis, and Kahn.

Mr. NELSON proposed, and Mr. Hassall seconded, that Mr. Keswick be elected Chairman for the year.—Carried unanimously.

Mr. KESWICK said he was very much obliged; he had hoped he would be excused, but it had been urged upon him, and he would endeavor to do what he could for the benefit of the Chamber (hear hear).

Mr. RYRIE proposed and Mr. Linstead seconded that Mr. Nelson be elected Vice-Chairman for the year; which proposition was unanimously carried.

The Chairman then asked if any member had any remarks to make on general matters.

DEFUTATION TO SIR THOS. WADE.

Mr. RYRIE observed that it would be advisable to indicate the opinion of the meeting as to how they were to approach Sir Thomas Wade, by deputation or by memorial, to lay before him their grievances as to the new ports. He was in favour of a deputation, to give a frank explanation of their own ideas, and if possible of hearing his views in return (hear).

He would propose that the deputation be formed of the whole Committee, or that the entire Chamber wait upon the Minister, as they might recollect was done on a former occasion with Sir Rutherford Alcock. If the Committee formed the deputation, they might form a *précis* of what should be brought before him.

Mr. BELLIOS agreed upon the Chamber thus calling the Minister's attention to the Blockade. The arrangement proposed in the Convention was an equitable one, and it was important to expedite it, and settle it one way or the other. If the British Government declined to help the Chinese to collect their revenue, by all means let it be so; on the other hand, if they were to withdraw, the sooner this thorn was removed from their side the better for all concerned. If only a stop could be put to the present harassing of trade, it would matter not whether a duty be levied or not; for the freedom of this port of which they boasted was a myth and a delusion. It was alleged in certain quarters that as the junk trade had increased, the Blockade did no harm; but the junk trade would be doubled or trebled were the cruisers now flying around to cease. Trade would increase as soon as the Blockade was removed. It was so palpable that he was surprised that any one with any reason could deny it. How soon this Island had been peopled from China; and with the city of Canton adjacent, and as great an amount of human beings in Kwangtung provinces, the population increased at a very slow rate indeed, and they could only boast of a lakh of souls. The population of the Straits Settlements was much larger, and why? Because the action of the Hopo and his illegal levies enhanced the price of living. The removal of this Blockade was of the most paramount importance; and so soon as it was removed, large portions of the Island would swarm with Chinese, resulting in an increase to the Colonial exchequer and an advance of the interests of merchants generally. In order to accomplish these objects, he thought that a deputation should meet Sir Thos. Wade here (hear).

Mr. GRANTLEY SHARP said there was little that was new to be said, and the subject was so thoroughly understood, that any remarks might be dispensed with but for the great necessity existing of proving to the Government here and at home that we are still where we were—i.e., determined to obtain the abolition of the Blockade altogether. The words of the Report were encouraging, short and sweet—"Your Committee have not relaxed their efforts to obtain some remedy," and he believed these efforts would not be relaxed till the object was accomplished. As the Chairman had said in Feb. 1878, and they might adopt it as their text, "nothing short of the total abolition of the Blockade" would be sufficient. There was a danger of their being misunderstood, because as men of business they preferred peace and as they had been warring this Blockade warfare for the last ten years, it was natural for them to rest contented. But this was not the proper position to occupy; they must go in for total abolition. Mr. Sharp then referred to the apparently deliberate misunderstanding of the authorities, as shown in the fact that, when the Chamber on 16th Sept. 1878, inquired what measures were adopted as to entrance and departure of the Hopo's cruisers and tonnage, replied by saying what had been done as to junks. The authorities had tried to divert their attention from the real point at issue. Was he right or wrong in saying that this Colony was declared to be a free port on 7th June 1841? This Colony was declared to be a free port, and he read it so in Sir C. Elliot's proclamation, but the course of events which Sir Charles predicted 28 years ago had been developed. Upon this declaration the first settlers bought land and made Hongkong their home; and then commenced the course which had been foreseen, that the Chinese would seek to turn the growing trade to their own account. If so, "that is, he has it been, or is it possible to be so with our faults or lacks, as it ever been denied by the Government?" After saying that the boundaries of the Colony had been laid down, he remarked that they had shown conclusively at the public meeting that the Chinese had been levying duties actually in our own waters. Mr. Sharp then referred to the basis proposed by the Hongkong Government to Sir T. Wade, which was as follows:—

1. That the three Throat Gate Stations shall be retained for collection of duties and war-tax and delivery of receipts and clearances.

2. That junks clearing from Hongkong shall hand in manifests, pay duties, and receive clearances at one or other of such stations.

3. That junks coming to Hongkong shall stop at one or other of such stations for clearance and payment of export duties from Port of clearance if such have not been already paid.

4. That no dues whatsoever shall be demanded from junks coming to Hongkong from Ports in China save such export duties as are payable at the respective ports of clearance.

5. That a tariff of dues and duties leviable on goods shipped by Chinese junks from Hongkong shall be agreed upon and published, as also the penalties for breach of Customs Regulations.

6. Refers to the adjudication of seizures.

7. That all Revenue Cruisers shall be under the jurisdiction of the officer only accredited to this Government for such special service.

By the Tientsin Treaty (Art. 25) "Import duties shall be levied payable on the landing of the goods, and duties of export on the shipment of the same." Were the duties collected at these stations on shipment or landing of the goods? No such thing. They are additional duties naturally

levied, and as in the Kum Hop Sing case, have been clearly proved to be so. That these duties should be levied at Hongkong instead of ports of clearance in China, was simply monstrous; and as there was a disposition from sheer weariness to give way—the Chinese knew it, those who had charge of their interests knew it—he would say that anything more clearly against the fundamental principle of the free trade of the Colony could not exist. Why, the duties were often double; and as for seizures, their trade waters were turned into a fighting ground to collect Chinese duties. Was that what Hongkong was established for? Let China collect her duties at the port of shipment; and if she could not do so, like other civilized countries, then let her go without. The Chinese Government was with the British Government; but the mandarin, the literati and the intermediate powers were not with them. If they doubted that, let them take counsel with those who knew—let them ask Bishop Burdon, as to the north; Dr. Chalmers, who has large experience of Canton; Dr. Eitel or Mr. Lechler here. Our Governor is a Roman Catholic; let him go to Bishop Raimondi or Fathers Borghinioli, or Vignani (Italian); let him go to the Spanish Procurator and Father Sainz; to the French Mission, Father Lemonier;—every one of these men would tell him the same story, that all who bear authority are adverse to us. Should not this be borne in mind; and should not our attitude be powerfully affected by it? He maintained that until the present system by which no salary was paid to the officials, who squeezed it out of the people—was done away with, there never could be a change; as the mandarin knew that the changes would endanger his position. This should be thoroughly rooted out. He believed they were all free-traders in Hongkong; even the German merchants were so, notwithstanding their Chancellor's changeable principles. There was no free trade in this Colony. What was the matter? There was no happiness, no joy in the place; what was at the bottom of it? If there was anything, let them root it out. As to population, there was clearly something which prevented the Chinese from coming here; they had large factories in Mexico and Canton; but here the expense was too great, owing to the Blockade. He hoped that this would be earnestly brought before the British Minister.

Mr. Ryrie then submitted his resolution:—"That a deputation consisting of the Committee and as many members of this Chamber as can attend do wait upon Sir Thomas Wade, and lay before him the complaints of the Colonists in regard to the Blockade, and also other matters connected with the trade at the new ports opened to the southward."</

NOTICE.
COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANCAIS.
STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
POINT DE GALLE,
ADEN, SUER, ISMAILIA, PORT
SAID, NAPLES, AND
MARSEILLES;
ALSO,
PONDICHERY, MADRAS, CALCUTTA
AND ALL INDIAN PORTS.

ON SATURDAY, the 8th March, 1879,
at Noon, the Company's S. S.
A. V. A. Commandant RAPATEL, with
MAILS, PASSENGERS, SPECIE, and
CARGO, will leave this Port for the
above places.
Cargo and Specie will be registered for
London as well as for Marseilles, and ac-
cepted in transit through Marseilles for the
principal places of Europe.
Shipping Orders will be granted until
Noon.

Cargo will be received on board until
4 p.m., Specie and Parcels until 3 p.m.
on the 7th March, 1879. (Parcels are
not to be sent on board; they must be left
at the Agency's Office.)
Contents and value of Packages are re-
quired.

For further particulars, apply at the
Company's Office.
G. DE CHAMPEAUX,
Agent.

Hongkong, February 25, 1879. ma8



STEAM FOR
SINGAPORE, PENANG, POINT DE
GALLE, ADEN, SUER, MALTA,
BRINDISI, ANCONA, VENICE, MEDI-
TERRANEAN PORTS, SOUTH-
AMPTON, AND LONDON;
ALSO
BOMBAY, MADRAS, CALCUTTA, AND
AUSTRALIA.

THE PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY'S Steamship
GEELONG, Captain O. FRASER, will leave
this on SATURDAY, the 15th March, at
Noon.

For further Particulars, apply to
A. McIVER, Superintendent.
Hongkong, March 1, 1879. ma15

**Occidental & Oriental Steam
Ship Company.**

TAKING THROUGH CARGO AND
PASSENGERS FOR THE UNITED
STATES AND EUROPE,
IN CONNECTION WITH THE
CENTRAL

and
UNION PACIFIC AND CONNECTING
RAILROAD COMPANIES
AND
ATLANTIC STEAMERS.

THE S. S. BELGIO will be despatched
for San Francisco via Yokohama,
on MONDAY, the 17th day of March, 1879,
at 8 p.m., taking Cargo and Passengers to
Japan, the United States and Europe.
Connection is made at Yokohama, with
Steamers from Shanghai.
Freight will be received on Board until
4 p.m. of the 15th March. PARCEL
PACKAGES will be received at the Office
until 5 p.m. same day; all Parcel Packages
should be marked to address in full; value
of same is required.

A Reduction is made on RETURN PAS-
SAGE TICKETS.
For further information as to Freight
or Passage, apply to the Agency of the
Company, No. 37, Queen's Road Central.
G. B. EMORY, Agent.

Hongkong, February 25, 1879. ma17

Volume Seventh of the
"CHINA REVIEW."

Now Ready.

No. 2.—Vol. VII.

OF THE

"CHINA REVIEW"

CONTAINS—

Settling from the Book of Dates.

Geographical Notes on the Province of
Kiangsi.

Ethnological Sketches from the Dawn of
History.

Coins of the "Ta-tsing" Dynasty.

The Critical Disquisitions of Wang Ch'ang.

The Ballads of the Sh'ing.

Translations of Chinese School-books.

Tone and Vocal Modification in the
Footloose Dialect.

Legislation and Law in Ancient China.

A Plea for "Fan-k'wai."

Short Notices of New Books and Literary
Intelligence.

Taxes on Industries in Canton.

A Bit of Folk-lore about Candles,
Lamps and Fire.

Legends on Chinese Porcelain.

Tame Birds.

To make a Tul (Antithesis).

TO LET.
PORTION of a HOUSE, very suitable
for OFFICES and DWELLING, also
for a STORE, Queen's Road Central.
Possession 1st March next.
Apply to
LANDSTEIN & Co.
Hongkong, February 4, 1879.

TO LET.
HOUSE No. 7, Zeland Street. Posses-
sion from March 15th.
DAVID SASSOON, SONS & Co.
Hongkong, February 25, 1879.

TO LET.
IN the Houses on MARINE LOT 65,
formerly known as the Blue Houses,
situate on Praya East:—
FIRST FLOORS of Nos. 2 and 4,
Praya East.
As also,
A FRONT and BACK ROOM in the
DWELLING to the eastward of the Pier,
with part of its spacious Verandah. Imme-
diate Possession.

TO LET.
FIRST CLASS GRANITE GODOWNS,
attached to Blue Houses at Wanchai,
MARINE LOT 65.
Also,
A SPACIOUS TIMBER YARD, close
to the Wanchai Pier. Timber received on
Storage or the Yard Rented.
For further particulars, apply to
MEYER & Co.
Hongkong, March 4, 1879.

TO BE LET.
TWO Excellent STONE-FLOORED
GODOWNS, on Marine Lot No. 10,
Praya Central.
Apply to
TURNER & Co.
Hongkong, August 1, 1878.

TO LET.
FIRST CLASS OFFICES and GO-
DOWNS, Nos. 54 and 60,
Praya Central.
Apply to
WO HANG,
Nos. 6 and 7, Praya West.
Hongkong, January 2, 1879.

NOTICES OF FIRMS.
NOTICE.
THE INTEREST and RESPONSIBILITY of
Mr F. GROBIEN in our Firm
CEASES To-day.
SANDER & Co.
Hongkong, March 1, 1879.

NOTICE.
THE INTEREST and RESPONSIBILITY of
Mr WALTER SCOTT FITZ, in our
Firm in Hongkong and China, CEASES on
the 31st December last.
Mr CHARLES VINCENT SMITH is
admitted a Partner from this Date.
RUSSELL & Co.
Hongkong, January 1, 1879. jyl

NOTICE.
THE Interest and Responsibility of the
Undersigned in the Chinese Mail,
華字日報 (Wah Tze Yat Po),
CEASES from the 1st August, 1877, but
Debits prior to that Date will be received
and paid by him.
CHUN AYIN.
Hongkong, April 6, 1878.

NOTICE.
IN Reference to the above, the Under-
signed has LEASED the Chinese Mail
from the 1st August, 1877, and has engaged
the services of Mr LEONG YOOK CAU,
as Translator and General Manager of the
newspaper, which under its new regime
will be found to be, as hitherto, an ex-
cellent medium for advertising, especially
as the Manager is able to devote his whole
attention to the conduct of the Newspaper.
KONG CHIM,
Lessee of the Hongkong Chinese Mail.
Hongkong, April 6, 1878.

INSURANCES.
CHINESE INSURANCE COMPANY,
(LIMITED.)
NOTICE.
POLICIES granted at current rates on
Marine Risks to all parts of the World.
In accordance with the Company's Articles
of Association, Two Thirds of the Profit,
are distributed annually to Contributors
whether Shareholders or not, in proportion
to the net amount of Premiums contributed
by each, the remaining third being carried
to Reserve Fund.
J. BRADLEE SMITH,
General Agent.
Hongkong, December 9, 1878.

**QUEEN FIRE INSURANCE
COMPANY.**
THE Undersigned are prepared to grant
Policies against Fire to the extent of
\$45,000 on Buildings, or on Goods stored
therein, at current local rates, subject to a
Discount of 20% on the Premium.
NORTON & Co.,
Agents.
Hongkong, January 1, 1874.

THE LONDON ASSURANCE.
INCORPORATED BY ROYAL CHARTER
of
His Majesty King George The First,
A. D. 1720.
THE Undersigned having been appointed
Agents for the above Corporation are
prepared to grant Insurances as follows:—
Marine Department.
Policies at current rates payable either
here, in London or at the principal Ports
of India, China and Australia.
Fire Department.
Policies issued for long or short periods at
current rates. A discount of 20% allowed.
Life Department.
Policies issued for sums not exceeding
£5,000 at reduced rates.
HOLLIDAY, WISE & Co.
Hongkong, July 25, 1872.

**MANCHESTER FIRE ASSURANCE
COMPANY OF
MANCHESTER AND LONDON.**
ESTABLISHED 1824.
Capital of the Company £1,000,000 Sterling
of which is paid up £100,000 "
Reserve Fund upwards of £120,000 "
Annual Income £250,000 "
THE Undersigned having been appointed
Agents for the above Company at
Hongkong, Canton, Foochow, Shanghai,
and Hankow, and are prepared to grant
Insurances at current rates.
HOLLIDAY, WISE & Co.
Hongkong, October 15, 1868.

INSURANCES.
**THE CHINA FIRE INSURANCE
COMPANY, LIMITED.**
HEAD OFFICE—HONGKONG.
AGENCIES at all the Treaty Ports of
China and Japan, and at Singapore,
Saigon and Penang.
Risks accepted, and Policies of Insurance
granted at the rates of Premium current at
the above mentioned Ports.
NO CHARGE FOR POLICY FEES.
JAS. B. COUGHTRIE,
Secretary.
Hongkong, November 1, 1871.

THE LONDON ASSURANCE.
INCORPORATED BY ROYAL CHARTER
of
His Majesty King George The First,
A. D. 1720.
THE Undersigned having been appointed
Agents for the above Corporation are
prepared to grant Insurances as follows:—
Marine Department.
Policies at current rates payable either
here, in London or at the principal Ports
of India, China and Australia.
Fire Department.
Policies issued for long or short periods at
current rates. A discount of 20% allowed.
Life Department.
Policies issued for sums not exceeding
£5,000 at reduced rates.
HOLLIDAY, WISE & Co.
Hongkong, July 25, 1872.

**MANCHESTER FIRE ASSURANCE
COMPANY OF
MANCHESTER AND LONDON.**
ESTABLISHED 1824.
Capital of the Company £1,000,000 Sterling
of which is paid up £100,000 "
Reserve Fund upwards of £120,000 "
Annual Income £250,000 "
THE Undersigned having been appointed
Agents for the above Company at
Hongkong, Canton, Foochow, Shanghai,
and Hankow, and are prepared to grant
Insurances at current rates.
HOLLIDAY, WISE & Co.
Hongkong, October 15, 1868.

**SWISS LLOYD
TRANSPORT INSURANCE COMPANY
OF WINTERTHUR.**
THE Undersigned having been appointed
Agents for the above Company at
Hongkong, Canton, Foochow, Shanghai,
and Hankow, and are prepared to grant
Insurances at current rates.
MEYER & Co.
Hongkong, February 10, 1879.

**THE SCOTTISH IMPERIAL INSUR-
ANCE COMPANY.**
THE Undersigned having been appointed
AGENTS in Hongkong for the above-
named Company, are prepared to Grant
POLICIES against FIRE on Buildings and
on Goods to the extent of \$50,000, at the
usual Rates, subject to an immediate Dis-
count of 20 per cent.
Attention is invited to a considerable
reduction in Premiums for Life Insurance in
China.
MEYER & Co.
Hongkong, August 13, 1878.

**NORTH BRITISH & MERCANTILE
INSURANCE COMPANY.**
Incorporated by Royal Charter and
Special Acts of Parliament.
ESTABLISHED 1800.
CAPITAL £2,000,000.
THE Undersigned, AGENTS at Hongkong
for the above Company, are prepared
to grant Policies against FIRE, to the
extent of £100,000 on any Building, or
on Merchandise in the same, at the
usual Rates, subject to a discount of 20
per cent.
GILMAN & Co.,
Agents.
Hongkong, July 6, 1876.

ROYAL INSURANCE COMPANY.
THE Undersigned, Agents for the above
Company, are prepared to grant In-
surances at current rates.
MELOERS & Co.,
Agents, Royal Insurance Company.
Hongkong, October 27, 1874.

**LANCASHIRE INSURANCE
COMPANY.**
(FIRE AND LIFE.)
CAPITAL—TWO MILLIONS STERLING.
THE Undersigned are prepared to grant
Policies against the Risk of FIRE on
Buildings or on Goods stored therein, on
Goods on board Vessels and on Hulls of
Vessels in Harbour, at the usual Terms
and Conditions.
Proposals for Life Insurances will be re-
ceived, and transmitted to the Directors
for their decision.
If required, protection will be granted on
first class Lives up to £1000 on a Single
Life.
For Rates of Premiums, forms of pro-
posals or any other information, apply to
ARNHOLD, KARBURG & Co.,
Agents, Hongkong & Canton,
Hongkong, January 1, 1867.

Merchant Vessels in Hongkong Harbour.
Exclusive of late Arrivals and Departures reported to-day.
To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at
Green Island. Vessels near the Hongkong shore are marked A., near the Kowloon shore K., and those in the body of the
Shipping or midway between each shore are marked C., in conjunction with the figures denoting the sections.
Section.
1. From Green Island to the Gas Works.
2. From Gas Works to the Novelty Iron Works.
3. From Novelty Iron Works to the Harbour Master's Office.
4. From Harbour Master's Office to the P. and O. Co.'s Office.
5. From P. and O. Co.'s Office to Peddar's Wharf.
6. From Peddar's Wharf to the Naval Yard.
7. From Naval Yard to the Pier.
8. From Pier to East Point.

Vessel's Name.	Anchor- age.	Captain.	Flag and Rig.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.	
Steamers.									
Albany	7 h	F. Ashton	Brit.	str.	366	Jan. 18	Douglas Lapraik & Co.	K'loon Dock	
Alice	7 h	Drewes	Ger.	str.	814	Mar. 1	Siemssen & Co.	South Sea Island put back	
Amoy	5 c	Scott.	Brit.	str.	1271	Feb. 20	Jardine, Matheson & Co.	Shanghai Ab'deen Dock	
Arctyl	3 c	Petersen	Ger.	str.	782	Mar. 4	Meyer & Co.	Saigon	To-morrow
Atholl	2 h	Thomson	Brit.	str.	922	Feb. 24	Hop Koo	S'pore and Penang	7th inst.
Belgio	5 c	Meyer	Brit.	str.	2652	Feb. 20	O. & S. S. Co.	Y'anna & S. F. disc.	17th, 3 p.m.
Bombay	1 h	Alderlon	Brit.	str.	749	Feb. 12	Kwok Acheong		
China	5 c	Alderlon	Brit.	str.	1036	Feb. 27	P. & O. S. N. Co.	Yokohama	Mails
Chinkiang	4 c	Scott	Brit.	str.	798	Mar. 2	Siemssen & Co.	Shanghai	To-day
Conquest	4 c	Thompson	Brit.	str.	317	Mar. 20	E-shun Hong	Haiphong & Haiphong	7th inst.
Dala	2 h	Cheney	Brit.	str.	564	Mar. 24	Yuen Fat Hong	Bangkok	To-day
Danube	5 c	Cullen	Brit.	str.	895	Mar. 4	Russell & Co.	Bangkok	To-morrow
Emerald	5 c	Skopini	Brit.	str.	117	Feb. 26	H. K. & W'poo Dock Co.	Amoy	Tug Flying
Fame	5 c	O'Neill	Brit.	str.	1060	Feb. 26	Ribb, Livingston & Co.	Port Darwin	
Killarney	5 h	Westoby	Brit.	str.	862	Mar. 1	Douglas Lapraik & Co.	Coast Ports	8th, daylight
Namoa	4 c	Munoz	Span.	str.	425	Mar. 1	Remedios & Co.	Manila	To-day
Mariveles	3 c	Edmondson	Brit.	str.	606	June 28	Kwok Acheong	Australian Ports	8th inst.
Norma	3 c	Nagel	Ger.	str.	971	Feb. 1	eo. R. Stevens & Co.		
Olympia	2 h	Bernheim	Ger.	str.	783	Mar. 3	Siemssen & Co.	South Sea Island	put back
Pacific	4 c	Cain	Brit.	str.	69	Mar. 1	Siemssen & Co.	Saigon	To-day
Parado	4 c	Butcher	Brit.	str.	652	Feb. 26	Melchers & Co.	Shanghai	To-day
Priam	5 h	Lamont	Brit.	str.	1572	Mar. 1	Butterfield & Swire		
Sea Ull	8 h	Lamont	Amer.	str.	48	July 18	W. H. Ray		
Thales	1 h	Heuer	Brit.	str.	820	Jan. 9	Douglas Lapraik & Co.		K'loon Dock
Zephyr	1 h	Heuer	Brit.	str.	820	Jan. 9	Russell & Co.		
Sailing Vessels.									
Alden Besse	4 c	Noyes	Amer.	bqe.	850	Dec. 17	Rozario & Co.	Portland (Oregon)	10th inst.
Alfredo	8 c	Pittaluga	Ital.	bqe.	909	Jan. 17	Vogel & Co.	Manila	
Arabella	1 c	Pearson	Brit.	bqe.	665	Feb. 4	Master		
Beethoven	4 c	Heje	Ger.	bqe.	340	Jan. 25	Melchers & Co.		
Black Hawk	3 c	Hoyle	Amer.	sh.	1126	Jan. 13	Vogel & Co.	San Francisco	
Black Watch	4 c	Kennish	Brit.	bqe.	491	Dec. 6	Arnhold, Karberg & Co.	Channel f.o.	
Catherine Marden	4 c	Marden	Brit.	Sm.co.	287	Feb. 22	Captain		
Charmers	4 c	Lucas	Amer.	sh.	1333	Jan. 1	Order		
Christina	3 c	Capin	Nic. S. m. so.	173	Dec. 18	J. dos Remedios & Co.			
Colona	3 h	Amor	Amer.	sob.	188	July 15	W. H. Ray		
Cordana	2 c	Bertrand	Amer.	bqe.	468	Nov. 16	Russell & Co.	Portland (Oregon)	
Craigie Lea	7 c	Winther	Feb.	bqe.	622	Mar. 22	Carlowitz & Co.	Nientain	
Crawswell	5 c	White	Brit.	bqe.	464	Jan. 6	Butterfield & Swire		
Davina	8 h	Scott	Brit.	bqe.	426	Feb. 17	Wieler & Co.	Takao and Australia	Cleared
Deux Freres	5 c	Chansen	Feb.	bqe.	387	Feb. 3	Landstein & Co.	Takao	Cleared
Echo	5 c	Tozer	Brit.	bqe.	869	Feb. 26	Arnhold, Karberg & Co.	Obefoo	
Elizabeth Childs	4 c	Lindbergh	Ger.	bqe.	891	Mar. 3	Wieler & Co.		
Eve	1 c	Merceron	Feb.	bqe.	327	Mar. 8	Meyer & Co.	Nientain	
Excelsior	3 c	Kloster	Ger.	bqe.	647	Feb. 17	Siemssen & Co.		
Formosa	4 c	Wendervord	Ger.	bqe.	282	Feb. 6	Melchers & Co.		
Forward	2 c	Bertelsen	Ger.	Sm.co.	744	Dec. 17	Rozario & Co.	Portland (Oregon)	
Friedrich	4 c	Bertelsen	Ger.	Sm.co.	295	Mar. 8	Wieler & Co.		
Hansa	4 c	Dencken	Ger.	bqe.	499	Feb. 4	Wieler & Co.		
Harzburgh	4 c	Gondy	Brit.	bqe.	877	Jan. 10	Vogel & Co.	New York	
Herbert Black	4 c	Treat	Amer.	bqe.	673	Jan. 2	Rozario & Co.	Portland (Oregon)	
Highlander	4 c	Huthinson	Amer.	sh.	1852	June 19	Vogel & Co.		
Holstein	3 c	Kulper	Ger.	Sm.co.	281	Jan. 10	Vogel & Co.	Hamburg	
Humboldt	4 c	Wol	Ger.	bqe.	830	Feb. 18	Edward Schellhass & Co.	Manila	
Invincible	4 c	trickland	Amer.	sh.	1450	Dec. 6	Meyer & Co.	Calao	
Irene	4 c	Vates	Amer.	sch.	481	Jan. 18	Meyer & Co.	Touron	
James Shepherd	5 c	Madden	Brit.	bqe.	849	Feb. 14	Melchers & Co.		
Johann Schmidt	3 c	Bischo	Ger.	bqe.	433	Mar. 13	Melchers & Co.		
Lars	7 c	Colledge	Brit.	bqe.	453	Jan. 24	Carlowitz & Co.	Saigon	K'loon Dock
Lota	8 c	Dunfield	Brit.	bqe.	751	Feb. 17	Wieler & Co.	Newchwang	
Marquis of Argyll	4 c	McKee	Brit.	bqe.	472	Jan. 13	Edward Schellhass & Co.		
Matchless	3 c	Dawes	Amer.	sh.	500	Dec. 24	Rozario & Co.		
Mignon	3 c	Soule	Amer.	Sm. so.	494	Nov. 10	Russell & Co.	San Francisco	
Morning Star	1 h	Michaelson	Siam.	bqe.	670	Dec. 1	Vogel & Co.	Honolulu	
Nehemiah Gibson	3 h	Bradford	Amer.	bqe.	741	Feb. 23	Meyer & Co.		
Pacific Slope	1 h	Tank	Brit.	bqe.	799	Feb. 10	Russell & Co.		
Papa	1 h	Blise	Ger.	bqe.	392	Feb. 9	Siemssen & Co.		
Ponoboot	7 c	Chopertson	Amer.	bqe.	1133	Feb. 23	Butterfield & Swire		
Renith	4 c	Remington	Brit.	bqe.	549	Feb. 20	Melchers & Co.		
Phetion	4 c	Wheel	Brit.	bqe.	676	Feb. 24	Wieler & Co.		
Ralph M. Hayward	2 c	Donne	Amer.	sch.	605	Feb. 14	Captain		
Saga	4 c	Silversparre	Swed.	bqe.	465	Feb. 16	Wieler & Co.		
Silver Eagle	4 c	Richard	Brit.	bqe.	908	Jan. 1	Adamsen, Bell & Co.	Portland (Oregon)	
Stillman R. Allen	4 c	Taylor	Amer.	bqe.	586	Jan. 26	Vogel & Co.		
Stonewall Jackson	4 c	Bartlett	Amer.	bqe.	1102	Dec. 30	Arnhold, Karberg & Co.		
Strathmore	4 c	Witt	Brit.	bqe.	1159	Dec. 17	Vogel & Co.	London	
Sumaride	4 c	Tobiasen	Norw.	sh.	943	Jan. 9	Vogel & Co.	London	
Sumatra	3 h	Clough	Amer.	sh.	1090	Sept. 6	Russell & Co.		
Sydenham	3 c	Miller	Brit.	sh.	1063	Jan. 6	Vogel & Co.		K'loon Dock
Tartar	4 c	Kaemena	Ger.	bg.	256	Feb. 27	Melchers & Co.		
Thos. A. Goddard	4 c	Smith	Amer.	bqe.	682	Jan. 9	Douglas Lapraik & Co.		
Thomas Fletcher	2 h	Pendleton	Amer.	bqe.	645	Feb. 23	Captain		
Three Brothers	2 h	Kalioke	Brit.	bqe.	367	Feb. 24	Se Tye Hong		
Vicenta	3 c	Tremoya	Span.	bqe.	518	Jan. 24	Remedios & Co.	Manila	
Wandering Minstrel	8 c	Stevewright	Brit.	bqe.	362	Feb. 1	Captain		
WHAMPOA.									
Helena		Volgarden	Ger.	bqe.	322	Jan. 18	Wieler & Co.	Nientain	
Paul Marx		Sailard	Feb.	bqe.	324	Feb. 20	Carlowitz & Co.	Nientain	
CANTON.									
Hwai Yuen		Wilson	Chl.	str.	735	Mar. 30	M. S. N. Co.	Shanghai	